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# ANNUAL REPORT

OF THE

## DEPARTMENT OF RAILWAYS AND TELEPHONES

OF THE

## PROVINCE of ALBERTA 1916

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY



EDMONTON:

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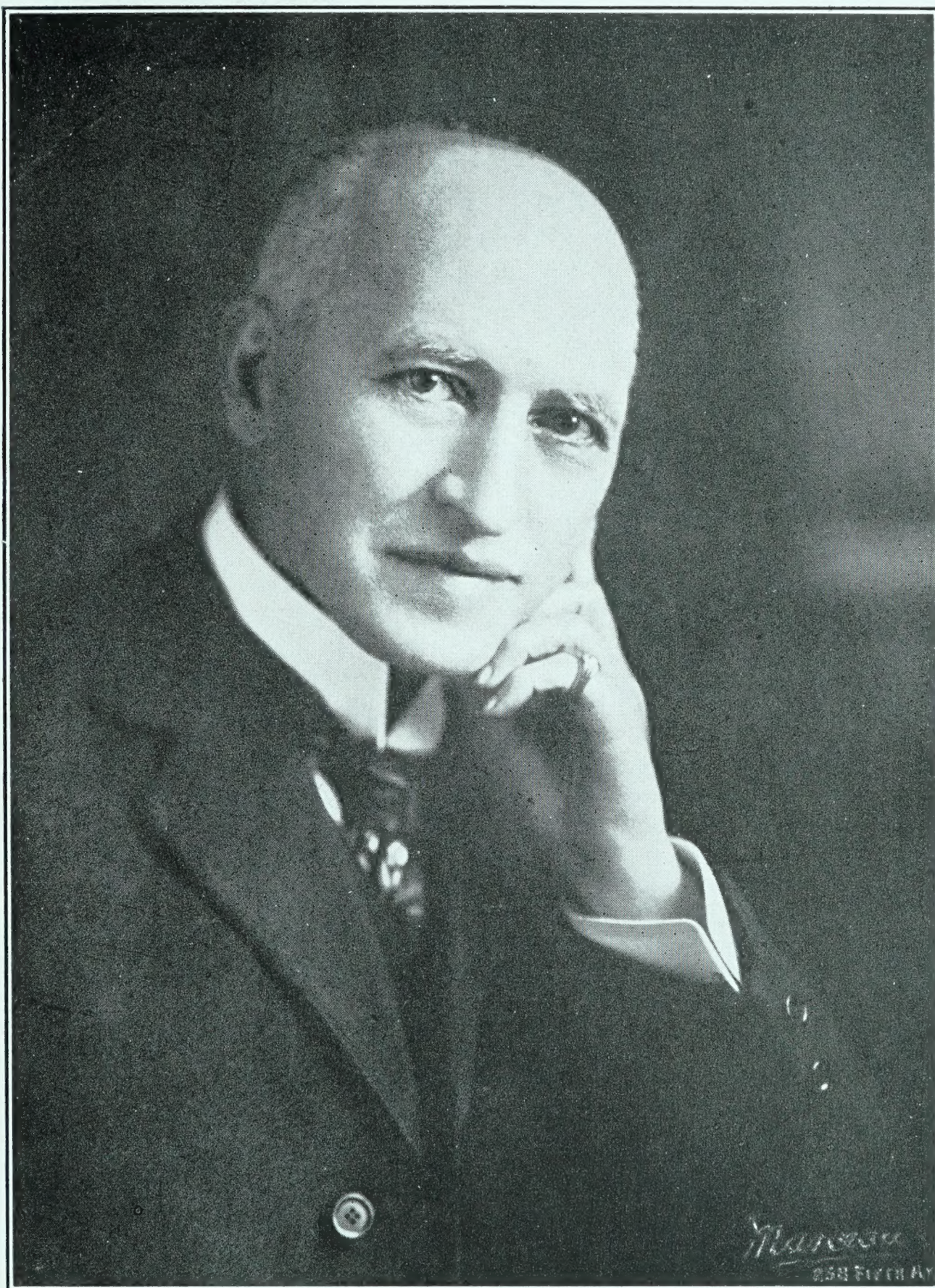


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HON. A. L. SIFTON, PREMIER





EDMONTON, January 1st, 1917.

*To His Honour*

ROBERT GEORGE BRETT,

*Lieutenant Governor of the Province of Alberta,*

Edmonton, Alberta.

SIR,—I have the honour to transmit the Fifth Annual Report of the Department of Railways and Telephones from 1st January to 31st December, 1916.


I have the honour to be, Sir,

Your obedient servant,

ARTHUR L. SIFTON,

*Minister of Railways and Telephones.*





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**REPORT**  
OF THE  
**DEPUTY MINISTER**  
**DEPARTMENT OF RAILWAYS & TELEPHONES**

EDMONTON, January 1st, 1917.

THE HONOURABLE ARTHUR L. SIFTON,  
*Minister of Railways and Telephones,*  
Edmonton, Alberta.

SIR,—I have the honour to submit the Annual Report of the Alberta Government Telephone System for the year ending December 31st, 1916.

It was impossible to undertake the construction of any new rural lines, exchange or long distance lines, owing to the inability of manufacturers to guarantee deliveries of material in sufficient quantities within the necessary specified time or at a price that would warrant or justify the Department in undertaking any new extensions to the System.

All wire manufacturing plants are taxed to their utmost capacity in turning out munitions of war which was and must still be considered of the first importance. Hard-drawn copper wire is not obtainable at any price, iron wire has more than doubled in price and is still advancing, while the limited output is of much inferior quality.

In addition to the almost prohibitory conditions, already stated, the scarcity of labor and, particularly, experienced telephone construction men would in all probability prevent the successful completion of even a limited construction program.

DISTRICTS WITHOUT TELEPHONE FACILITIES

Rural, Long Distance and Exchange service is desired in a number of districts that are as yet without telephone facilities. While very few of these extensions could be considered self-sustaining, the majority, however, could no doubt be successfully undertaken and carried by the System under normal conditions.

Were it possible to have any assurance of obtaining material and men to complete the work, it might be possible (even at the present price of material and labor) for the System to carry a limited amount of additional plant of this character, principally long distance lines connecting established shipping points on operating transportation lines and also a number of accommodation toll lines to serve outlying communities more or less remotely situated off the lines of railway, the



latter to be so constructed as to permit of them being converted into and utilized as the main trunk leads of future rural lines when conditions warrant the further extension of this much desired and beneficial service.

#### CONSTRUCTION AND CONNECTION OF FARMERS' MUTUAL LINES

During the past season the Department has been connecting any Farmers' Mutual Lines, with our switchboards, irrespective of the class of lines constructed. In each and every case they are given unlimited interchange service with all other rural and exchange subscribers connected through the same switchboard. The extent of their interchange over our Long Distance lines beyond such point depends entirely upon the transmission efficiency of the Farmers' Mutual Lines. This policy was decided upon owing to the fact that while conditions, previously stated, prevented the Department from undertaking to complete even a limited amount of standard lines, it was possible in some instances for local organizations to secure small quantities of material sufficient to carry out a limited amount of very light construction—mostly grounded circuits on fences and small poles—that would give the community a temporary limited service until such time as conditions made it possible for the Department to construct the standard lines and institute regular and efficient service. The Department is giving every assistance possible in the way of advice and suggestions, so that the local organizations, that decide to institute such temporary service, will be enabled to get the best results according to the class of lines they decide to construct. A representative of the Department attends the district organization meeting for this purpose.

#### COMPARISON OF COST OF CONSTRUCTION PER POLE OR WIRE MILE

Our Long Distance and Toll Line System is made up of all classes of lines from heavy 60 ft. cross-armed pole leads to light 25 ft. side blocked pole lines, and from heavy copper circuits to light iron circuits. The percentage of the various classes of construction added to the System and also the percentage of wire mileage (of various classes) to pole line mileage (of various classes) varies considerably from year to year. No one in the Telephone business world has as yet been able to find an equation between pole line mileage and wire mileage, heavy copper circuits and light iron circuits, heavy cross-armed pole leads and light side blocked pole leads, the percentage of increase of the various classes of wire mileage over the pole mileage erected in any one year that would make it possible to arrive at an average cost per pole mile or wire mile for the purpose of comparing one year's construction costs with another of additions made to a toll or rural line system.

In the early years of the development of any telephone system the class of construction is generally lighter and the percentage of iron to copper greater and the percentage of wire mileage is not greatly in excess of the pole mileage. This was true of our system up to the end of 1910, both with respect to our Long Distance and Toll Lines as well as the Rural Lines. Up to the end of 1910 the excess wire mileage over the pole mileage was only nominal, so that the average cost per pole mile up to that time could be used as a fair basis for comparison of what is generally referred to as "a mile of telephone line," namely a mile of pole



line carrying one circuit, although even that term applied to our system at that time would permit of many classifications. As a matter of information, although of no real value as a basis for comparison of costs, it might be of interest to note that up to the end of 1909 the average cost per pole mile of toll line was \$346.32, and of rural lines \$210.95. In 1910 the additions made to our system averaged \$365.88 per pole mile of toll line and \$247.93 per pole mile of rural line.

The first year that there was any large increase of wire mileage over the pole mileage added was in 1911, at which time the Department was still being operated as a branch of the Public Works Department. In this year the increase of wire mileage added to our toll line system was 682%, which would make the unit cost on a per pole mile basis \$748.73, whereas the actual average was less than \$300.00.

In 1912, the first year that the system was administered as a separate department, the increase of wire mileage over pole mileage added to the toll line system was 727% and the unit cost on the per pole mile basis was \$835.42. In the same year there was considerable increase in the percentage of wire mileage to pole mileage of the additions made to our rural plant, and on the same basis of figuring our unit cost per pole mile was \$243.78. Dividing the total expenditure for all classes of additions made to a toll line or rural line system by the number of pole miles or the number of wire miles that happened to be added to the system in one year, does not give an average unit cost per mile that would serve as a basis for comparison of the cost per mile of the various classes of plant that may be added in any other year. The unit costs determined by this method mean nothing and are absolutely worthless for purposes of comparison and to use such figures with ulterior motives is not only pernicious but vicious.

Before leaving this subject I might mention that in my Annual Report for 1913 attention was called to the fact that between 1909 and 1913 the principal material used in the construction of telephone lines had increased approximately 35% and labor approximately 40%. In the year 1913 the class of construction added to our plant was the heaviest and of the highest type that had ever been undertaken. The cost of labor also reached its highest point in this year. The eight hour day became effective throughout the system as well as a general increase in wages, being the third general increase in three years, which was considered justifiable and consistent with the then prevailing conditions.

As previously stated the term "a mile of telephone line" is generally accepted as meaning a mile of pole line carrying one circuit. There are very few additions made to our system at the present time but what carry an excess of wire mileage over pole mileage, and to pick out a few isolated pieces of line that would come within the general acceptance of this term would give such a low average that it would be as misleading as to the general average cost per mile as the other method. In order that the general public may have some reliable information with respect to the cost of ordinary construction, a comparative statement covering all ordinary construction and representative of all classes of lines erected in all parts of the Province in the different years is herewith submitted.



COMPARATIVE STATEMENT OF AVERAGE COSTS OF CONSTRUCTION  
Of All Classes of Long Distance, Toll and Rural Lines Where the  
Excess of Wire Mileage Over Pole Mileage Was  
Relatively Normal

Year	Average Cost Per Mile	
	Toll	Rural
1909.....	\$346.32	\$210.95
1910.....	365.88	247.93
1911.....	266.65	192.93
1912.....	343.33	234.20
1913.....	270.33	245.06
1914.....	325.42	298.62
1915.....	221.61	286.61

Percentage of Increase of Wire  
Mileage over Pole Mileage Add-  
ed to the System

Year	Toll	Rural
1909.....	173 %	252 %
1910.....	198 %	181 %
1911.....	682 %	183 %
1912.....	727 %	243 %
1913.....	702 %	253 %
1914.....	157 %	255 %
1915.....	166 %	270 %

COST OF CONSTRUCTION PER UNIT OF SERVICE

The subscribers' station is used by the Telephone statisticians only for the purpose of making general comparison of the growth of extension of the telephone business from year to year; it is never used for the purpose of making comparisons of cost of construction, it having no uniformity. The initial cost of construction per unit of service fluctuates, depending entirely upon the class and amount of plant construction and equipment necessary to give the class of service desired, the cost of material, condition of the labor market, the amount and class of work to be done, the readjustment of existing plant, additional pole line equipment, additional wire mileage, the nature of the soil, the distance of work from distributing centre, the average material haul and various other matters that have to be taken into consideration. The amount of construction necessary per unit of service depends upon the compactness of the community, the density of population and percentage of telephone users in the district to be served. Rate comparisons are also absolutely useless and misleading unless the class and extent of service, the area over which the initial rate applies, conditions and regulations under which service is extended are also compared, and in determining the value of service, its efficiency, sufficiency and universality must also be considered. The whole question of costs and rates is a technical one and requires the most careful thought and attention of those whose duties bring them in close touch with the various details and phases of this intricate and ever improving utility.



The fact must also be taken into consideration that this Province is still in its developing stage. There is not the same permanency of residence as in the older settled provinces. As a result we find that there are a number of subscribers lost to the system, leaving considerable idle plant upon which the fixed charges have to be met.

The present telephonic area of the Province of Alberta is approximately 80,000 square miles, being about 200 miles east and west and 400 north and south. Within this area there are at the present time 612 distinct communities and districts tributary thereto receiving telephone service, either by means of long distance or rural lines. There is no telephone system on the North American continent that is as generous in its regulations and conditions under which service is extended as the Alberta Government Telephone System. Likewise, there is no system operating today which can be compared with this system, either with respect to the generous extension of lines, the conditions under which such extensions are made and the rates charged for service, and, considering the area covered and consequently the amount of construction work necessary to extend this system throughout what might be properly termed a sparsely settled province, the geographical position of the province and the local conditions that must necessarily govern the carrying out of such work, the cost of same will compare favorably with that of any similar system, providing the actual physical conditions are also compared.

It might be of interest to note that our present Rural Line System provides pole line facilities for giving service to over 40,000 quarter sections, and as the rural districts in the province become more densely populated our revenue should be increased in greater ratio to the capital expenditure than has been the case in the past, as it will only necessitate additional pole line equipment and wire to give service to new subscribers adjacent to existing pole lines.

As previously mentioned, our rental rates are lower than any other similar system for service of the same class and extent, as the following schedule will show:

UP TO 100 SUBSCRIBERS (*Magneto*)

Residence.....	\$15.00	Business.....	\$24.00	Rural.....	\$15.00
Individual exchange lines.					
Exchange area 1 mile.					
Unlimited day service.					

UP TO 500 SUBSCRIBERS (*Magneto*)

Residence.....	\$18.00	Business.....	\$28.00	Rural.....	\$18.00
Individual exchange lines.					
Exchange area 1½ miles.					
Unlimited continuous service.					

UP TO 1000 SUBSCRIBERS (*Central Energy*)

Residence.....	\$21.00	Business.....	\$36.00	Rural.....	\$18.00
Individual exchange lines.					
Exchange area 2 miles.					
Unlimited continuous service.					



UP TO 5000 SUBSCRIBERS (*Automatic*)

Residence.....\$24.00	Business.....\$42.00	Rural.....\$20.00
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Individual exchange lines.

Exchange area 3 miles.

Unlimited continuous service.

OVER 5000 SUBSCRIBERS (*Automatic*)

Residence.....\$24.00	Business.....\$48.00	Rural.....\$20.00
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Individual exchange lines.

Exchange area 4 miles.

Unlimited continuous service.

NOTE.—The rural rate in each instance covers service within a distance of 15 miles from the exchange.

## RURAL RATES AND SERVICE AREA

Our Rural Line rates are lower and the area within which service is given at the initial rate is greater than any similar system.

Our regulations under which rural lines are extended are more generous than those of any similar system operating today. The majority will only consider the extension of rural line service within a distance of five miles from an established centre at the initial rate and even then require approximately two subscribers to each mile of line necessary. A few systems are endeavoring to give rural line service within a distance of ten miles from an established centre, but there is no system, outside of this, that attempts to give rural line service at the initial rate for a distance of fifteen miles. Five miles is considered by most systems as the extreme distance at which lines can be maintained within a reasonable percentage of the revenue derived therefrom, as the maintenance and operation costs increase materially when individual subscriber's station is at a greater distance; in other words, it costs considerably more to maintain stations between a distance of five and ten miles and still more to maintain subscribers' stations within a distance of ten to fifteen miles.

## LONG DISTANCE RATES LOW AND EQUITABLE

Our long distance line rates are lower than those of any similar system on the continent and from the telephone patron's point of view are recognized by traffic and rate engineers as being the most equitable, our rates being based on a direct air line mileage between stations irrespective of the routes that require to be followed in order to complete the connection. In addition to this it may be of interest to note that we are the only system in Western Canada giving a reduced night rate, which is approximately one-half of our regular day rate for service between the hours of 7 p.m. and 7 a.m.

## LONG DISTANCE

Our Long Distance business shows a substantial increase over the previous year, which can be taken as a fair indication of the general conditions throughout the province as well as a recognition of the generally acknowledged efficiency of our service by the business public. Our motto is "Service First," "Every Alberta Government Telephone a Long Distance Station."



Our Long Distance and Toll Line System now comprises 16,934 wire miles, 1,840 miles of Phantom circuits and 4,102 pole miles with 331 toll offices. There are now 612 towns, villages and communities in the province served by the Alberta Government system of Toll and Rural lines.

Inter-provincial service is given with 52 points in Saskatchewan and 28 in British Columbia.

#### EXCHANGES

There are 37,567 subscribers' stations connected with the system, 18,003 local, 10,977 rural, 8,279 "other" connecting exchange stations, 159 "other" connecting farmer line stations, and 149 toll stations, there being a net gain of 2,143 Alberta Government Telephone Stations.

#### RURAL LINES

Our Rural Line System now comprises 32,444 wire miles and 9,620 pole miles, giving service to 10,977 subscribers. There was a net gain of 332 rural subscribers during the year.

#### OPERATION

The gross earnings for the year were 12.14% on investment.

The average rental revenue per station was, Exchange \$25.18, Rural \$16.96, making a general average of \$22.00 per station.

Toll earnings averaged \$16.57 per station.

Our operating expense was 37.4% and maintenance 15.8% of the gross earnings, which is remarkably low, considering the extent of territory covered by our toll and rural system and especially when the operation and maintenance costs of most systems is about the same percentage of a gross earning of 20% to 28%.

In addition to close supervision and systematization, the automobile has effected a direct saving in time and money and expedites the work of the operation and maintenance forces.

It is the aim of the Department to work out the various problems and institute service as rapidly and extensively as it is physically possible, but we have to confine our activities within the limitations of existing conditions and like individuals cannot do the impossible.

We also realize the responsibility and accountability due to the public and trust their criticisms, judgments and claims will be logical, fair and reasonable.

Annual Reports of the General Superintendent of Telephones and the Secretary of Railways Branch are herewith submitted.

I have the honour to be, Sir,

Your obedient servant,

W. J. HARMER,

*Deputy Minister.*



EDMONTON, January 1st, 1917.

W. J. HARMER, Esq.,

*Deputy Minister of Railways and Telephones,*

Edmonton, Alberta.

SIR,—Submitted herewith are the Statistics for the Alberta Government Telephones, compiled from the Reports of the Departmental Officials, for the year 1916.

## CONDENSED EARNINGS REPORT.

## REVENUE

Toll Earnings .....	\$462,599.56	
Exchange Rentals .....	430,462.92	
Rural Rentals .....	183,387.25	
Miscellaneous Earnings .....	36,470.45	
Gross Earnings .....	<hr/>	\$1,112,920.18

## DISBURSEMENTS

Operation .....	\$416,794.75	
Maintenance .....	176,644.99	
Extraordinary Repairs .....	308.89	
Total .....	<hr/>	593,748.63
Net Earnings .....		\$ 519,171.55
Interest .....	\$401,103.68	
Sinking Fund .....	47,357.73	
	<hr/>	448,461.41
Surplus Earnings .....		\$ 70,710.14
Less uncollectible accounts cleared ...	11,098.64	
Less Net Loss on Equipment and		
Material junked .....	1,096.38	
	<hr/>	12,195.02
		\$ 58,515.12

## STATEMENT OF CAPITAL EXPENDITURE

Stock, Tools, etc., on hand, Jan. 1st, 1916..	\$370,999.43	
Capital Expenditure, 1916 .....	156,592.46	
	<hr/>	\$ 527,591.89

## PLANT ADDITIONS

Toll Lines .....	\$ 9,359.96	
Exchanges .....	73,832.38	
Rurals .....	31,199.91	
Buildings and Sites .....	13,696.36	
Office and Stores Equipment .....	6,117.22	
Material Sold .....	9,995.15	
Stock, Tools, etc., on hand, Dec. 31st, 1916.	385,562.41	
	<hr/>	529,763.39
Less Equipment and Material junked		2,171.50
		<hr/>
		\$ 527,591.89



## TOTAL CAPITALIZATION OF OPERATING PLANT

Toll Lines .....	\$2,061,607.25	
Exchanges .....	3,723,920.87	
Rural Lines .....	2,630,205.68	
Buildings and Sites .....	333,692.24	
Vehicles .....	11,460.00	
Office Equipment .....	16,813.03	
Tools .....	17,526.12	
Supplies .....	370,928.84	
Total .....		\$9,166,154.03

## STATEMENT OF EARNINGS OF THE VARIOUS DIVISIONS OF THE PLANT.

	<i>Capitalization</i>	<i>Earnings</i>	<i>Percentage Earned</i>
Toll Lines .....	\$2,245,440.77	\$462,599.56	20.60%
Exchanges .....	4,055,972.14	430,462.92	10.61%
Rural Lines .....	2,864,741.12	183,387.25	6.40%

## COMMERCIAL.

## CONDENSED STATION REPORT

Exchange Subscribers' Lines .....	14,889
Exchange Extension Stations .....	1,110
Exchange P. B. X. Stations .....	1,600
Pay Stations .....	404
Rural Subscribers' Stations .....	10,977
Total .....	28,980

## STATEMENT OF EXCHANGES AND TOLL OFFICES IN THE PROVINCE

Number of Alberta Government Telephone Exchanges..	185	
Number of Alberta Government Telephone Toll Offices..		149
Number of Alberta Government Exchange Stations.....		18,003
Number of Alberta Government Rural Stations .....		10,977
Number of Connecting Farmers' Companies .....	7	
Number of Connecting Farmers' Service Stations .....		159
Number of Other Connecting Exchanges .....	3	
Number of Other Connecting Exchanges Stations .....		8,279
Total Stations .....		37,567



STATEMENT OF SUB-STATIONS AT EACH EXCHANGE AS AT  
DECEMBER 31ST, 1916

<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Acme .....	38	96	134
Airdrie .....	22	124	146
Alderson .....	28	..	28
Aldersyde .....	6	2	8
Alix .....	21	45	66
Ardrossan .....	..	8	8
Athabasca .....	53	24	77
Barons .....	45	113	158
Bashaw .....	21	43	64
Bassano .....	88	1	89
Bawlf .....	32	155	187
Beiseker .....	4	..	4
Bentley .....	6	76	82
Big Valley .....	12	..	12
Bittern Lake .....	2	..	2
Blackie .....	26	89	115
Blackfalds .....	..	28	28
Blairmore .....	193	..	193
Bon Accord .....	..	47	47
Botha .....	4	112	116
Brant .....	12	..	12
Bowden .....	16	30	46
Bottrel .....	..	55	55
Bow Island .....	56	..	56
Brooks .....	18	..	18
Bruce .....	..	33	33
Bruderheim .....	7	25	32
Burdett .....	4	..	4
Calgary .....	9369	351	9720
Camrose .....	240	280	520
Canmore .....	37	1	38
Cardston .....	144	100	244
Cheadle .....	5	29	34
Carmangay .....	72	123	195
Carstairs .....	70	168	238
Castor .....	91	66	157
Cayley .....	20	62	82
Champion .....	57	115	172
Chauvin .....	18	..	18
Claresholm .....	135	170	305
Clive .....	23	117	140
Cluny .....	4	..	4
Clyde .....	..	16	16
Coalhurst .....	2	..	2
Cochrane .....	39	151	190
Conjuring Creek .....	..	108	108
Consort .....	26	35	61



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Cooking Lake .....	..	4	4
Cowley .....	9	101	110
Coutts .....	2	..	2
Coronation .....	67	39	106
Craigmyle .....	4	..	4
Crossfield .....	42	127	169
Czar .....	8	..	8
Daysland .....	54	129	183
Delburne .....	20	66	86
Delia .....	2	..	2
De Winton .....	3	..	3
Diamond City .....	7	9	16
Didsbury .....	103	234	337
Donalda .....	19	93	112
Drumheller .....	48	1	49
Edburg .....	..	65	65
Edgerton .....	7	..	7
Edmonton .....	42	617	659
Edson .....	33	..	33
Edwell .....	..	51	51
Elnora .....	..	21	21
Enchant .....	2	..	2
Entwistle .....	5	..	5
Erskine .....	19	28	47
Exshaw .....	3	..	3
Ferintosh .....	12	45	57
Fishburn .....	..	49	49
Fort Saskatchewan .....	113	183	296
Gadsby .....	31	48	79
Gleichen .....	99	98	197
Granum .....	44	115	159
Grassy Lake .....	13	..	13
Gull Lake .....	2	..	2
Halkirk .....	21	62	83
Hanna .....	77	..	77
Harmattan .....	..	41	41
Hardisty .....	49	87	136
Hastings Coulee .....	..	56	56
High River .....	195	207	402
Holden .....	21	109	130
Huxley .....	..	36	36
Innisfail .....	91	108	199
Innisfree .....	16	7	23
Irricana .....	9	..	9
Iron Springs .....	..	58	58
Irvine .....	25	..	25
Islay .....	13	58	71



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Killam .....	57	146	203
Kitscoty .....	15	..	15
Kneehill Valley .....	..	17	17
Lacombe .....	160	207	367
Lac Ste. Anne .....	6	..	6
Lamont .....	43	44	87
Langdon .....	17	77	94
Leduc .....	81	112	193
Legal .....	..	38	38
Lethbridge .....	1141	113	1254
Lloydminster .....	135	80	215
Lougheed .....	25	108	133
Macleod .....	267	110	377
Magrath .....	94	16	110
Mannville .....	31	120	151
Markerville .....	..	38	38
Mayton .....	2	37	39
Medicine Hat .....	1024	14	1038
Merna .....	..	65	65
Meeting Creek .....	..	48	48
Milk River .....	9	8	17
Millet .....	19	77	96
Milnerton .....	..	49	49
Minburn .....	..	4	4
Mirror .....	13	41	54
Morinville .....	30	70	100
Monarch .....	12	50	62
Monitor .....	10	..	10
Morrin .....	3	..	3
Mundare .....	4	25	29
Munson .....	29	..	29
Nanton .....	110	153	263
Namaka .....	6	..	6
Nevis .....	..	14	14
New Dayton .....	..	63	63
New Norway .....	10	63	73
Nobleford .....	9	22	31
Ohaton .....	11	..	11
Okotoks .....	49	94	143
Olds .....	127	133	260
Onoway .....	..	20	20
Oxville .....	..	62	62
Pakan .....	2	..	2
Parkland .....	6	40	46
Penhold .....	7	46	53
Pincher Creek .....	163	153	316
Ponoka .....	76	255	331
Provost .....	50	48	98



<i>Exchange</i>	<i>Local</i>	<i>Rural</i>	<i>Total</i>
Ranfurley .....	..	38	38
Raymond .....	79	25	104
Redcliff .....	67	..	67
Red Deer .....	8	66	74
Retlaw .....	24	63	87
Rimbey .....	5	59	64
Rumsey .....	3	..	3
Ryley .....	16	82	98
Scollard .....	2	..	2
Sedgewick .....	65	52	117
Shepard .....	3	..	3
Sion .....	..	22	22
Soda Lake .....	..	24	24
Spring Coulee .....	5	7	12
St. Albert .....	27	80	107
Stavely .....	33	105	138
Stettler .....	144	43	187
Stirling .....	15	9	24
Stony Plain .....	29	80	109
St. Paul .....	21	..	21
Strathmore .....	59	72	131
Strome .....	52	127	179
Suffield .....	2	..	2
Sunnyslope .....	..	26	26
Swalwell .....	9	16	25
Taber .....	155	61	216
Tees .....	..	40	40
Three Hills .....	33	65	98
Tofield .....	62	94	156
Trochu .....	38	56	94
Vegreville .....	139	53	192
Vermilion .....	159	129	288
Veteran .....	..	33	33
Viking .....	26	43	69
Vulcan .....	77	198	275
Wabamun .....	6	27	33
Wainwright .....	84	..	84
Warner .....	33	20	53
Westlock .....	2	..	2
Westerose .....	..	18	18
Wetaskiwin .....	224	314	538
Winnifred .....	3	..	3
Youngstown .....	45	..	45
	18,003	10,977	28,980



## LIST OF TOLL STATIONS, AS AT DECEMBER 31st, 1916

Alice Lake, Alliance, Allerston, Amisk, Andrew, Angle Lake, Banff, Barrhead, Battle Lake, Battle View, Beazer, Belvedere, Bordenave, Boundary Creek, Bow City, Howell, Brosseau, Brownsdale, Brunelles, Cadogan, Cairns, Caldwell, Carbon, Chahley, Cereal, Chigwell, Chin, Chinook, Chipman, Comrie, Cummings, Curlew, Currey, Dalroy, Dennisville, Dobson, Doreenlee, Doucette, Downing, Dunstable, Duverney, Dunmore, Eagle Butte, Earlie, Edwaud, Elk Point, Enchant, Excel, Fallis, Foremost, Gainford, Glenwoodville, Grainger, Greenshields, Hay Creek, Hazel Bluff, Heath, Heisler, Highfield, Hillspring, Hobbema, Hughenden, Irma, Jarrow, Kananaskis, Keoma, Kimball, Kingman, Kinnondale, Kippenville, Kinsells, Lafond, Landonville, Larsen, Lathom, Lavoy, Lawton, Lewiston, Lomond, Lousana, Loyalist, Lucky Strike, McKellar, Majorville, Manly, Manola, Masinasin, Meanook, Mecheche, Metiskow, Milo, Morningside, Mortonmoor, Mountain View, Moyerton, Mulhurst, Naughton Glen, Northbank, Orvilton, Oyen, Pashley, Pekisko, Phillips, Pibroch, Pine Creek, Police Coulee, Pulkrabek, Purple Springs, Queens-town, Ray, Red Willow, Ribstone, Richdale, Rife, Riviere Qui Barre, Rochester, Rodino, Rossington, Rowley, Salteaux, Scotfield, Scotstown, Seba, Seven Persons, Sexton, Seymour, Smiths, Shandro, Southesk, Southworth, Stanmore, St. Kilda, Tawatinaw, Taylorville, Terrace Lake, Therien, Throne, Tollerton, Travers, Twining, Two Hills, Vanesti, Vanvleet, Verburg, Wahtao, Walsh, Wasel, Whitla, Yeoford. (Total 149.).

## LIST OF TOLL STATIONS OPENED DURING 1916

Alliance, Bordenave, Doucette, Excel, Heisler, Hobbema, Southesk.

## LIST OF OFFICES CLOSED DURING 1916

Emery, Lakeview, Springbank, Richardson, Neighborview, Pickardville, Rosenroll.

## LIST OF TOLL OFFICES CHANGED TO EXCHANGES, 1916

Big Valley, Edgerton, Elnora, Suffield, Westlock, Winnifred.

## EXCHANGES CHANGED TO TOLL OFFICES DURING 1916

Riviere Qui Barre, Chin.

LIST OF OFFICES AT WHICH CONTINUOUS SERVICE WAS  
INSTITUTED DURING 1916

Barons, Blackie, Carmangay, Champion, Clive, Cochrane, Granum, Tofield, Vulcan.



## PLANT

Long Distance Construction was carried out as shown in the following schedule:—

LINE		WIRE	MILES		
From	To				
Stettler to Botha Jct. ....	No. 12 Copper	16.60			
Stettler to Erskine .....	No. 12 Copper	15.78			
Wetaskiwin to Millet .....	No. 12 Copper	21.06			
Extension to Heisler .....	No. 9 Iron	.88			
Ponoka to Wetaskiwin .....	No. 12 Copper	46.46			
Ranfurley to Ranfurley Jct.	No. 12 Copper	1.50			
Daysland to Sedgewick ....	Metallic Phantom				30.28
Tofield to Viking .....	Metallic Phantom				56.57
Vegreville to Ranfurley ...	Metallic Phantom				25.19
Camrose to New Norway ..	Metallic Phantom				17.05
Coronation to Veteran ....	Grounded Phantom	20.45			
Lacombe to Gull Lake .....	Grounded Phantom	9.60			
Lacombe to Alix .....	Metallic Phantom				28.62
Carstairs to Olds .....	Metallic Phantom				17.77
Calgary to Carstairs .....	Metallic Phantom				37.17
Champion to Carmangay ...	Grounded Phantom	9.94			
Wainwright to Edgerton ...	Grounded Phantom	22.18			
Wetaskiwin to Camrose ....	Metallic Phantom				29.03
Lethbridge to Carmangay ...	Metallic Phantom				44.58
Camrose to Tofield .....	Metallic Phantom				33.57
Bassano to Brooks .....	Metallic Phantom				41.08
High River to Stavely .....	Metallic Phantom				52.29
Leduc to Wetaskiwin .....	Metallic Phantom				23.29
Total .....		102.28	62.17		436.49

## OFFICES BURNED

Bowden, Fishburn, Gleichen, Pickardville.

## DAMAGE BY FIRE TO EXCHANGES

Bowden, Fishburn, Gleichen, Killam, Lougheed, Pickardville  
Raymond.

## EXTRAORDINARY REPAIRS

Lethbridge—5 poles washed out by high water in river.

Cochrane to Banff—Sleet.

Okotoks—Repairs to 100 pair cable, cut by bank robbers.

## TOLL OFFICES INSTALLED

Alliance, Bordenave, Doucette, Excel, Heisler, Hobbema, Southesk,  
All bridged offices with telephone only.

## EXCHANGES BUILT AND INSTALLED

Big Valley—50 line standard, 10 subscribers.



## PLANT PURCHASED

Swalwell Telephone Co.—17 miles of poles, 21 miles of wire, 21 rural sub-stations.

Andrew to McKellar—7 miles approximately, toll line poles, and wire.

## EXCHANGES MOVED

Barons, Bawlf, Blackie, Bowden, Brant, Carbon, Chin, Chinook (2), Chipman, Clyde, Cochrane, Czar, Entwistle, Edgerton, Elk Point, Elnora, Excel, Fishburn, Gadsby, Gleichen, Grassy Lake, Hughenden, Irricana, Irvine, Kimball, Legal, Loyalist, Manly, Meeting Creek, Metiskow, Mirror, Mulhurst, Oyen, Okotoks, Pincher Creek, Rimbey, Salteaux, Strathmore, Taber, Tofield, Tawatinaw, Westlock. Summary: 36 outside and 7 inside moves.

## CHANGE OF CENTRAL OFFICE EQUIPMENT

Big Valley, Blackie, Bowden, Calgary, Camrose, Clive, Crossfield, Edgerton, Edmonton, Gadsby, Fishburn, Hardisty, High River, Holden, Medicine Hat, New Dayton, Pincher Creek, Taber, Vulcan, Wetaskiwin.

## EXCHANGE BUILDINGS ERECTED OR PURCHASED

Barons, Gleichen, Okotoks, Pincher Creek, Mirror, Taber, Tofield.

## RURAL MILEAGE ADDED

To complete the work undertaken in 1915, and to take care of Rural Subscribers moving from one location to another, 10.3 miles of pole line, and 100.6 miles of wire were added to our Rural Plant.



TRAFFIC  
REPORT OF LONG DISTANCE LINES TO DECEMBER 31ST, 1916

Toll Line No.	From	To	Composition	Offices
* 1	Edmonton	Lacombe	No. 12 Copper	Edmonton, Wetaskiwin, Lacombe.
X 2	Lacombe	Rimbey	No. 12 Iron	Lacombe, Gull Lake, Bentley, Rimbey.
			No. 9 Iron	
X 3	Lethbridge	Cardston	No. 13 Copper	Lethbridge, Raymond, Cardston.
			No. 12 Copper	
* 4	Lethbridge	Coutts	No. 13 Copper	Lethbridge, Raymond, New Dayton, Warner, Milk River, Coutts.
			No. 12 Copper	
* 5	Calgary	Camrose	No. 12 Copper	Calgary, Lacombe, Wetaskiwin, Camrose.
* 6	Calgary	Macleod	No. 12 Copper	Calgary, High River, Nanton, Stavely, Claresholm, Macleod.
7	Calgary	Okotoks	No. 9 Iron	Calgary, DeWinton, Okotoks.
* 8	Lethbridge	Blairmore	No. 12 Copper	Lethbridge, Macleod, Pincher Creek, Blairmore.
* 9	Calgary	Olds	No. 9 Iron	Calgary, Crossfield, Carstairs, Didsbury, Olds.
* 10	Calgary	High River	No. 12 Copper	Calgary, High River.
11	Lethbridge	Iron Springs	No. 12 Iron	Lethbridge, Diamond City, Iron Springs.
* 12	Calgary	Macleod	No. 12 Copper	Calgary, High River, Nanton, Claresholm, Macleod.
13	Olds	Trochu	No. 9 Iron	Olds, Mayton, Trochu.
P 14	Edmonton	St. Albert	Phantom	Edmonton, St. Albert.
15	Edmonton	Wetaskiwin	No. 9 Iron	Edmonton, Leduc, Millet, Wetaskiwin.
			No. 12 Iron	
16	Innisfail	Markerville	No. 9 Iron	Innisfail, Markerville.
17	Innisfail	Milnerton	No. 9 Iron	Innisfail, Knee Hill Valley, Milnerton.



## REPORT OF LONG DISTANCE LINES TO DECEMBER 31ST, 1916.—(Continued.)

Toll Line No.	From	To	Composition	Offices
18	Edmonton	Wetaskiwin	No. 12 Copper No. 9 Iron	Edmonton, Conjuring Creek, Leduc, Wetaskiwin.
X 19	Wainwright	Chauvin	No. 12 Copper	Wainwright, Greenshields, Heath, Edgerton, Ribstone, Chauvin.
20	Edmonton	Wabamun	No. 9 Iron	Edmonton, Stony Plain, Manly, Onoway, Lac Ste. Anne, Wabamun.
* 21	Edmonton	Vegreville	No. 12 Copper	Edmonton, Lamont, Chipman, Mundare, Vegreville.
PP 22	Edmonton	Provost	Phantom	Edmonton, Wetaskiwin, Camrose, Hardisty, Amisk.
		Sask. Boundary	No. 10 Copper	Hughenden, Czar, Metiskow, Cairns, Cadogan, Provost.
23	Edmonton	Bon Accord	No. 12 Copper	Edmonton, Bon Accord.
24	Vegreville	Bordenave	No. 9 Iron No. 9 Iron	Vegreville, Two Hills, Pulkabeek, Duvernay, Bross-eau, Lafond, Brunelles, Doucette, St. Paul, Orvilton, Elk Point, Dennisville, Rife, Therien, Bordenave.
25	Vegreville	Mortonmoor	No. 9 Iron	Vegreville, Soda Lake, McKellar, Andrew, Shandro, Wasel, Downing, Smith, Pakan, Pine Creek, Chahley, North Bank, Edward, Wahstao, Comrie, Mortonmoor.
* 26	Edmonton	Lloydminster	No. 12 Copper No. 10 Copper	Edmonton, Vegreville, Vermilion, Kitscoty, Lloydminster.
* 27	Lacombe	Coronation	No. 12 Copper	Lacombe, Stettler, Castor, Coronation.
28	Kitscoty	Vanesti	No. 12 Iron	Kitscoty, Terrace, Lake Earlie, Moyerton, Vanesti.
* 29	Lethbridge	Taber	No. 12 Copper No. 14 Copper	Lethbridge, Taber.



* 30	Calgary .....	Banff .....	No. 12 Copper	Calgary, Cochrane, Kananaskis, Exshaw, Canmore, Banff.
31	Red Deer .....	Edwell .....	No. 10 Copper	Red Deer, Edwell.
P 32	Edmonton .....	Morinville .....	No. 9 Iron	Edmonton, Morinville.
* 33	Calgary .....	Lethbridge .....	Phantom	Calgary, Lethbridge.
34	Camrose .....	Kingman .....	No. 10 Copper	Camrose, Kingman.
P 35	Calgary .....	Banff .....	No. 12 Iron	Calgary, Banff.
36	Lethbridge .....	Coalhurst .....	Phantom	Lethbridge, Coalhurst.
37	Blairmore .....	B.C. Boundary	No. 12 Iron	Blairmore, Alta., Crow's Nest, Michel, Hosmer, Fernie, Cranbrook, B. C.
38	Pincher Creek .....	Cranbrook, B.C. ...	No. 12 Copper	Pincher Creek, Fishburn.
* 39	Edmonton .....	Fishburn .....	No. 12 Iron	Edmonton, Wetaskiwin, Bittern Lake, Camrose.
X 40	Calgary .....	Camrose .....	No. 12 Copper	Calgary, High River, Brant, Vulcan, Champion, Carmangay.
41	Cardston .....	Carmangay .....	No. 12 Iron	Cardston, Mountain View, Caldwell, Hillspring, Glenwoodville.
* 42	Edmonton .....	Glenwoodville ...	No. 12 Copper	Edmonton, Tofield, Ryley, Holden, Bruce, Viking.
* 43	Tofield .....	Viking .....	No. 12 Copper	Tofield, Ryley, Holden, Bruce, Viking.
* 44	Edmonton .....	Lawton .....	No. 9 Iron	Edmonton, St. Albert, Ray, Riviere Qui Barre, Seymour, Sion, Dunstable, Belvedere, Lawton.
45	Didsbury .....	Three Hills .....	No. 12 Copper	Didsbury, Sunnyslope, Three Hills.
46	Cardston .....	Boundary Creek ..	No. 12 Iron	Cardston, Beazer, Boundary Creek.
47	Cardston .....	Taylorville .....	No. 12 Iron	Cardston, Kimball, Taylorville.
* 48	Calgary .....	Bassano .....	No. 12 Copper	Calgary, Strathmore, Namaka, Gleichen, Basano.
PP* 49	Calgary .....	Castor .....	No. 12 Copper	Calgary, Lacombe, Stettler, Castor.
50	Raymond .....	Magrath .....	Phantom	Raymond, Magrath.
51	High River .....	Pekisko .....	No. 12 Copper	High River, Pekisko.
52	Lloydminster .....	Oxville .....	No. 9 Iron	Lloydminster, Oxville.
P 53	Edmonton .....	Vegreville .....	Phantom	Edmonton, Vegreville.



## REPORT OF LONG DISTANCE LINES TO DECEMBER 31ST, 1916.—(Continued.)

Toll Line No.	From	To	Composition	Offices
54	Sedgewick .....	Merna .....	No. 9 Iron	Sedgewick, Merna.
55	Olds .....	Harmattan .....	No. 9 Iron	Olds, Harmattan.
* 56	Lethbridge .....	Medicine Hat ....	No. 12 Copper	Lethbridge, Taber, Bow Island, Medicine Hat.
57	Edmonton .....	Ardrossan .....	No. 12 Iron	Edmonton, Ardrossan.
58	Camrose .....	Edberg .....	No. 9 Iron	Camrose, New Norway, Edberg.
59	Daysland .....	Hastings Coulee ..	No. 9 Iron	Daysland, Heisler, Hastings Coulee.
60	Medicine Hat .....	Eagle Butte .....	No. 12 Iron	Medicine Hat, Norton, Josephburg, Elkwater, Eagle Butte.
* 61	Edmonton .....	Calgary .....	No. 10 Copper	Edmonton, Calgary.
* 62	Calgary .....	Lethbridge .....	No. 10 Copper	Calgary, Lethbridge.
PP 63	Calgary .....	Nanton .....	Phantom	Calgary, High River, Cayley, Nanton.
64	Lacombe .....	Red Deer .....	No. 9 Iron	Lacombe, Blackfalds, Red Deer.
* 65	Edmonton .....	Olds .....	No. 12 Copper	Edmonton, Wetaskiwin, Lacombe, Red Deer, Innisfail, Olds.
* 66	Calgary .....	Olds .....	No. 12 Copper	Calgary, Didsbury, Olds.
* 67	Edmonton .....	Lamont .....	No. 12 Copper	Edmonton, Bruderheim, Lamont.
* 68	Edmonton .....	Entwistle .....	No. 12 Iron	Edmonton, Wabamun, Fallis, Seba, Gainford, Entwistle.
PP 69	Medicine Hat .....	Bassano .....	No. 12 Copper	Medicine Hat, Bowell, Suffield, Alderson, Bassano.
70	Medicine Hat .....	Sask. Boundary ...	Phantom	Medicine Hat, Pashley, Irvine, Walsh, Alta.
	(Sask. Boundary, Swift Current, Sask.)	(Sask. Boundary, Swift Current, Sask.)	No. 12 Copper	Maple Creek, Piapot, Tompkins, Carmichael, Gull Lake, Swift Current, Sask.



* 71	Edmonton .....	Morinville .....	No. 12 Copper No. 6 Iron	Edmonton, St. Albert, Morinville.
PP* 72	Calgary .....	Blairmore .....	Phantom	Calgary, Macleod, Pincher Creek, Blairmore.
* 73	Calgary .....	High River .....	No. 12 Copper	Calgary, High River.
74	Calgary .....	Strathmore .....	No. 12 Iron	Calgary, Shepard, Langdon, Cheadle, Strathmore.
P 75	Calgary .....	Strathmore .....	Phantom	Calgary, Strathmore.
P 76	Lethbridge .....	Raymond .....	Phantom	Lethbridge, Raymond.
77	Taber .....	Chin .....	No. 12 Iron	Taber, Chin.
PP 78	Lethbridge .....	Bow Island .....	Phantom	Lethbridge, Taber, Purple Springs, Grassy Lake, Burdett, Bow Island.
79	Medicine Hat .....	Bow Island .....	No. 12 Copper No. 12 Iron	Medicine Hat, Seven Persons, Whittla, Winnifred, Bow Island.
80	Edmonton .....	Cooking Lake ....	No. 12 Iron	Edmonton, Cooking Lake.
* 81	Edmonton .....	Camrose .....	No. 12 Copper	Edmonton, Camrose.
PP 82	Edmonton .....	Wainwright ....	Phantom	Edmonton, Tofield, Phillips, Kinsella, Jarrow, Irma, Wainwright.
PP* 83	Calgary .....	Stettler .....	No. 12 Copper No. 12 Copper Phantom	Calgary, Lacombe, Stettler.
* 84	Calgary .....	Medicine Hat ....	No. 8 Copper	Calgary, Medicine Hat.
* 85	Calgary .....	Bassano .....	No. 12 Copper	Calgary, Gleichen, Bassano.
86	Calgary .....	Carbon .....	No. 12 Copper	Calgary, Langdon, Dalroy, Keoma, Irricana, Beiseker, Acme, Grainger, Carbon.
87	Gleichen .....	Majorville .....	No. 9 Iron No. 12 Iron	Gleichen, Luny, Queenstown, Milo, Majorville.
88	Raymond .....	Stirling .....	No. 12 Copper	Raymond, Stirling.
89	Calgary .....	Airdrie .....	No. 12 Iron	Calgary, Airdrie.
90	Calgary .....	Didsbury .....	No. 12 Copper	Calgary, Carstairs, Didsbury.
* 91	Calgary .....	Red Deer .....	No. 12 Copper	Calgary, Innisfail, Red Deer.
* 92	Edmonton .....	Calgary .....	No. 10 Copper	Edmonton, Calgary.
P 93	Edmonton .....	Calgary .....	Phantom	Edmonton, Calgary.



## REPORT OF LONG DISTANCE LINES TO DECEMBER 31ST, 1916.—(Continued.)

Toll Line No.	From	To	Composition	Offices
* 94	Lethbridge .....	Macleod .....	No. 12 Copper	Lethbridge, Macleod.
95	Lethbridge .....	Macleod .....	No. 12 Copper	Lethbridge, Monarch, Macleod.
			No. 12 Iron	
			No. 9 Iron	
96	Provost .....	Sask. Boundary	No. 12 Copper	Provost, Alta.
	Sask. Boundary.	Rosetown, Sask. ...		Macklin, Primate, Denzil, Salvador, Luseland, Kerrobert, Doddsland, Druid, Plenty, Stranraer. Herschel, Anglia, Rosetown, Sask.
97	Pincher Creek .....	Cowley .....	No. 12 Iron	Pincher Creek, Cowley.
P 98	Pincher Creek .....	Macleod .....	Phantom	Pincher Creek, Macleod.
P 99	Edmonton .....	Stony Plain .....	Phantom	Edmonton, Stony Plain.
PP100	Lacombe .....	Stettler .....	No. 12 Copper	Lacombe, Alix, Nevis, Stettler.
			No. 12 Iron	
			Phantom	
101	Stettler .....	Castor .....	No. 12 Iron	Stettler, Gadsby, Halkirk, Castor.
102	Macleod .....	Clareholm .....	No. 12 Copper	Macleod, Granum, Claresholm.
103	Calgary .....	Bottrel .....	No. 9 Iron	Calgary, Cochrane, Bottrel.
			No. 12 Copper	
			No. 12 Iron	
104	Camrose .....	Daysland .....	No. 12 Iron	Camrose, Ohaton, Bawlf, Daysland.
*105	Camrose .....	Hardisty .....	No. 12 Copper	Camrose, Daysland, Sedgewick, Loughheed, Hardisty.
			No. 12 Iron	
*106	Camrose .....	Sedgewick .....	No. 10 Copper	Camrose, Daysland, Killam, Sedgewick.
PP108	Vegreville .....	Vermilion .....	Phantom	Vegreville, Innisfree, Minburn, Mannville, Vermil- ion.
			No. 12 Iron	



109	Taber .....	Bow City .....	No. 12 Iron	Taber, Retlaw, Enchant, Travers, Lomond, Kinnondale, Bow City.
110	Vermilion .....	Islay .....	No. 12 Copper	Vermilion, Islay.
*111	Camrose .....	Alix .....	No. 9 Iron	Camrose, Ferintosh, Dorence, Bashaw, Mirror, Islay.
112	Milk River .....	St. Kilda .....	No. 12 Iron	Milk River, Allerston, Masinasin, Kippenville, Lucky Strike, Verburg, Sexton, Police Coulee, St. Kilda.
*113	Calgary .....	Alix .....	No. 12 Copper	Calgary, Beiseker, Acme, Swallow, Twining, Three Hills, Trochu, Huxley, Elnora, Lousana, Delburne, Alix.
*114	Calgary .....	Stettler .....	No. 12 Copper	Calgary, Beiseker, Drumheller, Munson, Morrin, Rowley, Rumsey, Scollard, Big Valley, Stettler.
115	Camrose .....	Vegreville .....	No. 12 Copper	Camrose, Tofield, Vegreville.
*116	Edmonton .....	Athabasca .....	No. 12 Copper	Edmonton, Clyde, Tawatinaw, Rochester, Lewiston, Meanook, Athabasca.
*117	Edmonton .....	Barrhead .....	No. 12 Copper	Edmonton, Morinville, Legal, Hay Creek, Clyde, Westlock, Pibroch, Hazel Bluff, Rossington, Southworth, Manola, Barrhead.
*118	Lethbridge .....	Carmanagay .....	No. 9 Iron	Lethbridge, Nobleford, Carmanagay.
P119	Lethbridge .....	Macleod .....	No. 12 Copper	Lethbridge, Macleod.
GP120	Cardston .....	Spring Coulee ...	Phantom	Cardston, Spring Coulee.
121	Wetaskiwin .....	Yeoford .....	Grounded	Wetaskiwin, Westrose, Battle Lake, Yeoford.
122	Medicine Hat .....	Redcliff .....	Phantom	Medicine Hat, Redcliff.
*123	Edmonton .....	Fort Saskatchewan	No. 12 Iron	Edmonton, Fort Saskatchewan.
P124	Edmonton .....	Fort Saskatchewan	No. 12 Copper	Edmonton, Fort Saskatchewan.
M125	Edmonton .....	Calgary .....	Phantom	No intermediate offices, simplexed on L. D. No. 93.
*126	Edmonton .....	Wabamun .....	Morse	Edmonton, Stony Plain, Wabamun.
P127	Edmonton .....	Wetaskiwin .....	No. 12 Copper	Edmonton, Wetaskiwin.
			Phantom	



## REPORT OF LONG DISTANCE LINES TO DECEMBER 31ST, 1916.—(Continued.)

Toll Line No.	From	To	Composition	Offices
128	Mannville .....	Salteaux .....	No. 12 Iron	Mannville, Scotstown, Salteaux.
129	Vermilion .....	Wainwright . . .	No. 12 Iron	Vermilion, Currey, Larsen, Cummings, Battleview, Wainwright.
130	Wetaskiwin .....	Mulhurst . . . . .	No. 12 Iron	Wetaskiwin, Millet, Mulhurst.
131	Minburn .....	Rodino .....	No. 12 Iron	Minburn, Alice Lake, Modino.
*132	Coronation .....	Monitor .....	No. 12 Copper	Coronation, Throne, Veteran, Loyalist, Consort, Monitor.
PP133	Calgary .....	Acme . . . . .	Phantom	Calgary, Carstairs, Acme.
*134	Calgary .....	Banff . . . . .	No. 9 Iron	Calgary, Cochrane, Exshaw, Canmore, Banff.
P135	Calgary .....	Stavely .....	No. 12 Copper	Calgary, High River, Nanton, Stavely.
136	Mannville .....	Naughton Glen . .	Phantom	Mannville, Van Vleet, Naughton Glen.
*137	Lethbridge .....	Raymond .....	No. 12 Iron	Lethbridge, Raymond.
138	Medicine Hat .....	Redcliff .....	No. 12 Copper	Medicine Hat, Redcliff.
139	Bow Island .....	Foremost .....	No. 12 Copper	Bow Island, Brownsdale, Highfield, Neighborview, Foremost.
GP140	High River .....	Vulcan .....	Grounded	High River, Brant, Vulcan.
PP141	Calgary .....	Hanna .....	Phantom	Calgary, Drumheller, Munson, Mecheche, Delia, Craigmyle, Hanna.
142	Hanna .....	Oyen .....	No. 10 Copper	Hanna, Richdale, Stanmore, Scotfield, Youngstown, Chinook, Cereal, Oyen.
143	Bassano .....	Brooks .....	No. 10 Copper	Bassano, Lathom, Southesk, Brooks.
GP144	Lacombe .....	Gull Lake .....	No. 12 Copper	Lacombe, Gull Lake.
			Grounded	
			Phantom	



145	Camrose .....	Stettler .....	No. 12 Copper	Camrose, Edberg, Meeting Creek, Donalds, Red Willow, Stettler.
146	Vermilion .....	Angle Lake .....	No. 12 Iron	Vermilion, Landonville, Angle Lake.
147	Wetaskiwin .....	Lacombe .....	No. 12 Copper No. 9 Iron	Wetaskiwin, Ponoka, Morningside, Lacombe.
PP148	Lethbridge .....	Claresholm .....	Phantom No. 12 Copper No. 12 Iron	Lethbridge, Carmangay, Claresholm.
P149	Camrose .....	New Norway .....	Phantom	Camrose, New Norway.
150	Pincher Creek .....	Brocket .....	No. 12 Iron	Pincher Creek, Brocket.
151	High River .....	Okotoks .....	No. 9 Iron	High River, Aldersyde, Okotoks.
152	High River .....	Blackie .....	No. 12 Iron	High River, Blackie.
153	Red Deer .....	Olds .....	No. 9 Iron	Red Deer, Penhold, Innisfail, Bowden, Olds.
P155	Calgary .....	Olds .....	No. 12 Copper Phantom	Calgary, Olds.
156	Macleod .....	Nanton .....	No. 12 Copper No. 9 Iron	Macleod, Claresholm, Stavely, Parkland, Nanton.
*157	Lacombe .....	Alix .....	No. 12 Iron	Lacombe, Chigwell, Clive, Tees, Alix.
*158	Lacombe .....	Alix .....	No. 12 Copper	Lacombe, Tees, Alix.
159	Stettler .....	Botha .....	No. 12 Iron	Stettler, Botha.
*160	Lethbridge .....	Carmangay .....	No. 12 Copper	Lethbridge, Barons, Carmangay.
*161	Daysland .....	Strome .....	No. 12 Iron	Daysland, Strome, Killam, Sedgewick.
GP162	Coronation .....	Veteran .....	Grounded Phantom	Coronation, Throne, Veteran.
GP163	Wainwright .....	Edgerton .....	Grounded Phantom	Wainwright, Heath, Edgerton.
GP164	Carmangay .....	Champion .....	Grounded Phantom	Carmangay, Champion.



REPORT OF LONG DISTANCE LINES TO DECEMBER 31ST, 1916.—(Continued.)

Toll Line No.	From	To	Composition	Offices
165	Stettler .....	Erskine .....	No. 12 Iron	Stettler, Erskine.
P166	Camrose .....	Tofield .....	Phantom	Camrose, Tofield.
167	Wetaskiwin .....	Ponoka .....	No. 12 Iron	Wetaskiwin, Hobbema, Ponoka.
168	Vegreville .....	Ranfurley .....	No. 12 Iron	Vegreville, Lavoy, Ranfurley.

- M Used for Morse (Simplex).
- \* Used to form Phantom Circuit.
- P166 Part Phantom, Physicals also used to post other Phantoms.
- X Used to post Grounded Phantom.
- P Phantom.
- PP Part Phantom.
- GP Grounded Phantom.

## GENERAL STATISTICS, DECEMBER 31, 1916.

Toll Centres .....	43
Tributary Offices (Toll Offices and Exchanges) checked by Toll Centres .....	230
Total Check Direct Offices .....	56
First Class (Pay Roll) Offices .....	40
Offices giving Continuous Service .....	47
Number of "Other Line" Offices in Alberta connect- ing with this system .....	6
Number of "Kootenay Telephone Lines Ltd." Offices connecting with this system .....	28
Number of "Saskatchewan Government Telephone" Offices connecting with this system .....	52
Total number of places, "Cities, Towns and Hamlets" in Alberta having Alberta Government Tele- phone connection .....	612
Offices using Morse Service for Departmental business .....	2
Number of Phantom L. D. Lines .....	15
Number of Part Phantom L.D. Lines .....	14
Number of Grounded Phantom L. D. Lines .....	6
Number of Physical L. D. Lines .....	130
Number of Simplex Telegraph Lines .....	1
Total number of L. D. Lines .....	165
Phantom (Metallic) L.D. Circuit Mileage .....	1,690
Phantom (Grounded) L.D. Circuit Mileage .....	124
Physical L.D. Circuit Mileage .....	16,934
Morse Simplex L.D. Circuit Mileage .....	203

Respectfully submitted,

W. R. PEARCE,

*General Superintendent.*



EDMONTON, January 31st, 1917.

W. J. HARMER, ESQ.,

*Deputy Minister of Railways and Telephones,*

Edmonton, Alberta.

SIR,—I have the honour to submit herewith the Fifth Annual Report of the Railways Branch of the Department of Railways and Telephones.

Railway conditions throughout Canada were much improved during 1916 as compared with 1915. Railway earnings showed an increase during practically every month over the same month in 1915, this being caused in a large measure by war service transportation requirements; for instance, large exports of agricultural produce; movement of soldiers; also the movement of a very fair crop. Capital, however, was not available for very much new railway construction. This general situation throughout Canada was, of course, reflected in Alberta, and, while only 143 miles of new railway were constructed in Alberta during 1916, it is gratifying to note that of the total railway construction in Western Canada during 1916, viz., 313 miles (see Schedule "B" attached), Alberta's share was 45 per cent. of that total

The 143 miles of new railway in Alberta during 1916 was made up as follows:

Canadian Pacific Railway .....	11 miles
Canadian Northern Railway .....	3 miles
Edmonton, Dunvegan and British Columbia Railway .....	80 miles
Alberta and Great Waterways Railway ....	48 miles
Central Canada Railway .....	1 mile
<hr/>	
Total .....	143 miles

Notice should be taken of the fact that 132 miles of the 143 miles mentioned above were Alberta Guaranteed Lines, and that of the total railway construction in Alberta in the last two years; namely 469 miles, 436 miles, or 93%, were Alberta Guaranteed lines.

The guaranteed railway bond situation of the Province still continues in a very satisfactory condition. Guarantees are in force on 2,656.97 miles. Construction on this mileage is as follows:

Railway.	Steel	Additional Grade
Canadian Northern Railway .....	778.67	248.16
Grand Trunk Pacific Railway .....	259.5	
Edmonton, Dunvegan & British Columbia Railway .....	407.11	54.19
Central Canada Railway .....	49.	
Alberta & Great Waterways Railway .....	223.	68.
Lacombe & Blindman Valley Electric Railway ..		37.
<hr/>		<hr/>
Total .....	1,707.28	407.35

It will be seen from this statement that 1,707 miles of guaranteed railways are in operation today and that grade has been completed on 407 miles, this work amounting to 74% of the total guaranteed railway liability at present in effect.

In reviewing the railway situation in Alberta during 1916, two questions impress themselves very forcibly upon the mind. One is the continued scarcity of both material and labour for railway construction work. Throughout Canada the call is and has been for "men and munitions," and if those who complain about delays in railway construction would realize that in the national prosecution of the war each citizen is called upon to make individual sacrifices, and that the national prosecution of the war means sending all the "men and munitions" possible—thereby decreasing the available supply of labour and material here—it would lead to a better understanding of the railway situation in this country.

The other question is often expressed in the query, "If the money is in the bank, why is not the railway built?" While it is true that there is some money in the banks for portions of badly needed lines, yet it must be realized that the railway companies themselves must first raise money and spend it on railway construction before the money that is in the banks to the credit of the Provincial Treasurer can be released to them on account of the construction work that has been done; and, finally, no Alberta guarantee has ever been granted at as high a figure as the actual cost of construction of the line of railway to which the guarantee applies.

With a fair understanding of these two questions it will be seen that the delay in construction of some branch lines has been caused in a large measure by circumstances absolutely beyond control, and which the Province of Alberta has to share in common with the rest of the Dominion of Canada.

I submit herewith:

Schedule "A"—Statement of Railways Mileages, 1905 to 1916.

Schedule "B"—Statement of Railway Mileages of the Western Provinces, 1915-1916.

Schedule "C"—Statement of Guaranteed Railway Securities authorized by the Provincial Legislature.

Schedule "D"—Statement of Guaranteed Railway Securities authorized by the Provincial Legislature and executed by the Government.

I have the honour to be, Sir,

Your obedient servant,

NORMAN L. HARVEY,

*Secretary.*



## SCHEDULE "A"

## STATEMENT OF RAILWAY MILEAGES, 1905-1916.

			<i>Total Mileage</i>
1905	Canadian Pacific Railway .....	1060	1060
1906	Canadian Pacific Railway .....	1061	
	Canadian Northern Railway .....	178	1239
1907	Canadian Pacific Railway .....	1106	
	Canadian Northern Railway .....	220	1326
1908	Canadian Pacific Railway .....	1106	
	Canadian Northern Railway .....	220	
	Grand Trunk Pacific Railway .....	40	1366
1909	Canadian Pacific Railway .....	1156	
	Canadian Northern Railway .....	220	
	Grand Trunk Pacific Railway .....	129	1505
1910	Canadian Pacific Railway .....	1269	
	Canadian Northern Railway .....	220	
	Grand Trunk Pacific Railway .....	293	1782
1911	Canadian Pacific Railway .....	1387	
	Canadian Northern Railway .....	329	
	Grand Trunk Pacific Railway .....	384	2100
1912	Canadian Pacific Railway .....	1480	
	Canadian Northern Railway .....	912	
	Grand Trunk Pacific Railway .....	638	
	Edmonton, Dunvegan & B. C. Ry. ....	25	3055
1913	Canadian Pacific Railway .....	1638	
	Canadian Northern Railway .....	1171	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B.C. Ry. ....	131	3647
1914	Canadian Pacific Railway .....	1887	
	Canadian Northern Railway .....	1188	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Ry. ....	240	
	Alberta & Great Waterways Ry. ....	75	4097
1915	Canadian Pacific Railway .....	1909	
	Canadian Northern Railway .....	1247	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Ry. ....	337	
	Alberta & Great Waterways Ry. ....	175	
	Central Canada Railway .....	48	4423
1916	Canadian Pacific Railway .....	1920	
	Canadian Northern Railway .....	1250	
	Grand Trunk Pacific Railway .....	707	
	Edmonton, Dunvegan & B. C. Ry. ....	417	
	Alberta & Great Waterways Ry. ....	223	
	Central Canada Railway .....	49	4566

## SCHEDULE "B"

## STATEMENT OF RAILWAY MILEAGES OF THE WESTERN PROVINCES, 1915-1916.

## ONTARIO

*West of Port Arthur.*

	December 31st 1915	December 31st 1916
Canadian Pacific Railway .....	339	340
Canadian Northern Railway .....	350	350
Grand Trunk Pacific Railway .....	189	189
	— 878	— 879

## MANITOBA

Canadian Pacific Railway .....	1724	1725
Canadian Northern Railway .....	2006	2006
Grand Trunk Pacific Railway .....	213	213
Great Northern Railway .....	238	238
Hudson Bay Railway .....	242	332
	— 4423	— 4514

## SASKATCHEWAN

Canadian Pacific Railway .....	2765	2764
Canadian Northern Railway .....	2184	2206
Grand Trunk Pacific Railway .....	1135	1138
	— 6084	— 6108

## ALBERTA

Canadian Pacific Railway .....	1909	1920
Canadian Northern Railway .....	1247	1250
Grand Trunk Pacific Railway .....	707	707
Edmonton, Dunvegan & B. C. Ry. .	337	417
Alberta & Great Waterways Ry. ...	175	223
Central Canada Railway .....	48	49
	— 4423	— 4566

## BRITISH COLUMBIA

Canadian Pacific Railway .....	1350	1348
Canadian Northern Railway .....	499	502
Grand Trunk Pacific Railway .....	705	706
Great Northern Railway .....	445	426
Pacific & Great Eastern Ry. ....	180	197
Kettle Valley Railway .....	256	310
	— 3435	— 3489
	— 19,243	— 19,556



## SCHEDULE "C"

STATEMENT OF GUARANTEED RAILWAY SECURITIES  
AUTHORIZED BY THE PROVINCIAL  
LEGISLATURE

## CANADIAN NORTHERN RAILWAY

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Guaranteed</i>
From Strathcona via Camrose and Calgary to Lethbridge .....	\$15,000	355
From Camrose to Vegreville .....	15,000	45
From crossing of second above line and Little Bow River, south via Macleod to Inter- national Boundary .....	15,000	110
From near Macleod to Western Boundary .....	15,000	65
From near Cardston to Western Boundary ....	15,000	35
From Calgary via Cochrane to the east side of Rocky Mountain Park .....	15,000	50
From near Morinville easterly .....	15,000	40
From Morinville to Athabasca Landing .....	15,000	72.3
From Mile 175 of the Goose Lake Line to Munson .....	15,000	127.5

## CANADIAN NORTHERN WESTERN RAILWAY

From Athabasca Landing to Fort McMurray ..	15,000	175
From first above line east to Lac la Biche .....	15,000	40
From Athabasca Landing north of Lesser Slave Lake to Peace River Crossing .....	15,000	100
From Onoway northwest to Pine River Pass ...	20,000	250
From Oliver northeast to St. Paul de Metis ...	18,000	100
From Bruderheim, via Vermilion, Wainwright and Medicine Hat to International Boun- dary, with a branch northwest of Vermil- ion to Eastern Boundary .....	13,000	200
From Calgary northwest to Brazeau line .....	13,000	100
From Camrose to Alsask .....	13,000	80
From Strathcona southwest via Cochrane to Pincher Creek .....	15,000	100
From Blackfalds to Goose Lake line .....	13,000	118.5
From Blackfalds west to Brazeau River .....	25,000	114.07

## GRAND TRUNK PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary .....	15,000	201.5
From Bickerdike southwesterly ... ..	20,000	58

## EDMONTON, DUNVEGAN &amp; BRITISH COLUMBIA RAILWAY

From Edmonton northwest via Dunvegan to Western Boundary .....	20,000	411
From Spirit River to Grande Prairie .....	20,000	60

SCHEDULE "C"—*Continued*

## ALBERTA &amp; GREAT WATERWAYS RAILWAY

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Guaranteed</i>
From Edmonton to Fort McMurray .....	\$20,000	350

## CENTRAL CANADA RAILWAY

From Edmonton, Dunvegan & British Columbia Railway north .....	20,000	114
Total .....		3,471.87

## SCHEDULE "D"

STATEMENT OF GUARANTEED RAILWAY SECURITIES  
AUTHORIZED BY THE LEGISLATURE AND EXECUTED  
BY THE PROVINCIAL GOVERNMENT

## CANADIAN NORTHERN RAILWAY

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Guaranteed</i>	<i>Mileage Completed</i>
From Strathcona via Camrose to Calgary .....	\$15,000	230	230
From Camrose to Vegreville .....	15,000	45	46.44
From Morinville to Athabasca Landing .....	15,000	72.3	72.3
From Mile 175 of the Goose Lake line to Munson .....	15,000	127.5	127.5
From north of Calgary to Lethbridge	13,000	125	29
From crossing of above line and Little Bow River, south via Macleod to International Boundary .....	13,000	110	
From near Macleod to the Western Boundary .....	13,000	65	

## CANADIAN NORTHERN WESTERN RAILWAY

From Blackfalds to Brazeau River..	25,000	114.07	114.07
From Onoway northwest to Pine River Pass .....	20,000	100	33.8
From Oliver northeast to St. Paul de Metis .....	18,000	100	
From Bruderheim via Vermilion, Wainwright and Medicine Hat to the International Boundary, with a branch northwest of Vermilion to Eastern Boundary	13,000	30	



SCHEDULE "D"—*Continued*CANADIAN NORTHERN WESTERN RAILWAY—*Continued.*

<i>Line of Railway</i>	<i>Guarantee per mile</i>	<i>Mileage Guaranteed</i>	<i>Mileage Completed</i>
From Calgary northeast to Brazeau line .....	\$13,000	100	
From Camrose to Alsask .....	13,000	80	59.7
From Strathcona via Cochrane to Pincher Creek .....	15,000	20	
From Blackfalds to Goose Lake line	13,000	118.5	60.6

## GRAND TRUNK PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary .....	15,000	201.5	201.5
From Bickerdike southwesterly ....	20,000	58	58

## EDMONTON, DUNVEGAN &amp; BRITISH COLUMBIA RAILWAY

From Edmonton northwest via Dun- vegan to Western Boundary ...	20,000	411	357
From Spirit River to Grande Prairie	20,000	60	50

## ALBERTA &amp; GREAT WATERWAYS RAILWAY

From Edmonton to Fort McMurray	20,000	350	223
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## CENTRAL CANADA RAILWAY

From McLennan to Peace River and westerly .....	20,000	100	49
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## LACOMBE &amp; BLINDMAN VALLEY ELECTRIC RAILWAY

From Lacombe West .....	7,000	39.1	
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Total .....		<u>2,656.97</u>	
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